THE RAILROAD FERRIES

Will They Have to Pay the City for Their Privileges?

OPINION OF GEORGE TICKNOR CURTIS.

WHAT RAILWAY OFFICERS SAY.

In addition to the present freight difficulties between the trunk lines of railroads, creating such bitter rivalries, another unexpected danger menaces the giant corporations which certainly has not been provided for. The first intimation of this grave additional trouble was given in the Board of Aldermen on Thursday afternoon, when Corporation Counsel William C. Whitney presented a communication from Mr. George Ticknor Curtis in regard to the necessary legal steps to be taken by the city to have the Central Railroad of New Jersey enjoined to abstain from the further use of the property or franchises of the city, at the foot of Liberty street, North River, and to reove its structures, sheds, &c., or to be sued for dam nges for the trespass committed during a number of to the Board of Mr. Curtis, rehearsed the fact that hesiution of March 2 and 13, to institute the necessary legal stens, not only to compel the Central Railroad of New Jorsey to respect the rights of the city, but he was required in addition to stop the transportation of railway passengers from the depot in the Twenty-third ward, New York, to Jersey City. The questions invoived were so momentous that Mr. Whitney sought the opinion of George Ticknor Curtis, which was fiven, and its conclusions indersed by the Corpora-WHAT CONSTITUTES A PERRY ?

Mr. Curtis, in a lengthy and thorough manner, after reviewing the resolutions of the Common Council, said in effect that the object was to institute an inquiry into to exercise, from the foot of Liberty street. North River, to some point in the State of New Jersey, a ferry

the right of the Now Jersey Central Railroad Company to exercise, from the foot of Liberty street, North River, to some point in the State of New Jersey, a ferry franchise, or a franchise in the nature of a terry, without a license from the corporation of the city of New York; and to institute a like inquiry into the right of a company which has, since the passage of the resolutions, become known as the "New England Transfer Company," to exercise a ferry franchise, or a franchise in the nature of a terry, from a point in the Twenty-third ward of this city to some point in Jersey City, without a license from the corporation of the city of New York.

It will be convenient to consider, first, the case of the New England Transfer Company, because the facts are capable of a distinct statement, and because they present the question in a peculiar aspect. I understand that the New England Transfer Company is a corporation organized, under the laws of the State of Connecticut, to carry on the business of transporting passengers and freight by the use of steamboats upon the navigable waters of the United States; that for the purpose of establishing a new route from Boston and New England generally to the South and Southwest, by which passengers and freight may be carried to points south and southwest of the city of New York without being landed on Manhattan Island, this transportation company, by an arrangement with the New York, New Haven and Hartford Raifroad Company, brings passengers and freight over that railroad to its depot in Morrisania, now the Twenty-third ward of this city, at a point on the Hariem River not far from its junction with the East River; that the passengers and freight over that railroad to its depot in Morrisania, now the Twenty-third ward of this city, at a point on the Hariem River not far from its junction with the East River; that the passengers and freight over that property of the New England Transfer Company, which piles at regular and sanable intervais, and by regular trips, between the p

seed as a ferryboat from one that is employed in general commercial transportation, without being a ferryboat, consists in the regularity and periodicity of trips between fixed points, for the purpose of carrying passengers, vehicles, animals or goods for compensation. If a boat is engaged in general commercial transportation, without the regularity and purposes of ferry trips, it is not a ferryboat. If it is engaged in making regular and periodical trips between fixed points for the carriage of passengers, &c., for hire, it is engaged in the business of ferrying. Nor is a vessel that is so employed any the less a ferryboat because it is owned or employed by a railroad company or a transportation company having depots on the opposite banks of a river for the purpose of transporting its passengers and treight across the intervening water. It was held by the Court of Appeals, in Aiken vs. The Western Railroad Corporation, 20 New York, 570, that a grant by the Legislature to the Western Railroad Corporation, 20 New York, 570, that a grant by the Legislature to the Western Railroad Corporation, 20 New York, 570, that a grant by the Legislature to the western Railroad Corporation, 20 New York, 570, that a grant by the Legislature to the western Railroad Corporation of power to connect the terminus of its road on the east bank of the Hudson with a depot on the west bank, though it may by implication give a right to establish a terry, does not constitute such ferry a part of the railroad to be operated under its railroad franchise; that the regular and constant transportation of its own passengers, &c., by means of a bone was the exercise of a ferry tranchise, which could only be exercised by the consent of the Corporation of Albany having the control of ferries; and that the gratuitous carriage of other persons not passengers of the railroad or in its service was equally the exercise of a ferry franchise without sufficient the right to have a ferry has always been reserved by the sovereign power to be granted as a di

Iransportation of its passengers across the river, it is in the exercise of a lerry franchise without audicient authority.

I cannot doubt, therefore, that the transfer steam boat Maryland, it employed by the New England Transfer Company, in the manner above supposed, as a ferryboat, and that the company is now exercising what would be a ferry franchise if it had obtained the necessary authority to run its transfer boat ovar the waters that he between Morrisania and Jersey City.

It has been asked if this use of the Maryland, above that he between Morrisania and Jersey City.

It has been asked if this use of the Maryland, above supposed, constitutes it a ferryboat, why is not an ocean steamer, which plies at regular and fixed intervals from the city of New York to a port in Europe, carrying passengers and freight, a ferryboat? and why are not many steam vessels which ply from the city of New York, at regular and fixed intervals, carrying passengers and freight to a fixed point on either shore of Long Island Sound, outside of the limits of this city, also ferryboats?

In answer to this Mr. Curtis maintained that it is sufficient to say that the highest judicial authority of the United States has decided that the right to regulate terries has never been claimed by the general government, has always been exercised by the state and never by Congress, and is of a part of the mass of undeegated powers reserved to the States respectively, and that the highest judicial authority of the States has decided that asteamboat employed by a railroad to transport its passengers and freight from its terminus on one bank of a river to its depot on another bank is a ferryboat, and the Supreme Court of the United States has decided that whether a river divides the States the quostion that where a vessel departing from one of them to land in the other is a ferryboat depends upon the place of departure and not upon the lace of departure and not upon the hister of the Hariem River, within the Tuntus of the state of New York, and it h

that the ferry thus established depends upon the city tor its right.

A vessel may be duly licensed to carry on the coasting trade, but if she is used as a ferryboat she cannot derive the right to be so used from the license to carry on a coasting trade. The sole difficulty in regard to the Maryland arises from the fact that Morrisania was not until recently a part of the city of New York, and that the ferry rights of the city as granted by ancient charters, in express terms, ombraced only communication between the triand of Manhattan and points outside of that island, with one exception. The intent of the Legislature, as evinced by recent annexation acts, will show that there is a question here which

ought to be submitted to judicial determination. The intent of all the grants, however, I take to be this:—

That the Corporation of New York should perpetually and exclusively have, as one of its rights of property, the right to establish and keep ferries from all the territory subject to its municipal jurisdiction. It was deemed fit and expedient, by all the granting powers successively, that the Corporation of this city should courtoi all ferries leading from any part of the territory subject to its municipal jurisdiction; and the whole of Manhattan Island was referred to as comprehended within the ferry rights, at periods in the history of the city when the actual municipal government certainty did not extend over the whole island, for all purposes. I infer, therefore, that the grants of the ferry rights were intended to confer on the city Corporation the right to establish and keep ferries wherever the Corporation had or much have the right of mulcipal government, and on the Long Island shore also, within certain bounds.

THE NEW JERSEY CENTRAL CASE.

In regard to the case of the New Jersey Central Railroad Company, I understand the facis to be that the said company occupies the southerly half of pier 14 North River, under lease from the city, which has lately been or is about to be renewed; that the company owns or claims to own, in fee, the northerly half of pier 14 north River, under lease from the city, which has lately been or is about to be renewed; that the adjoing bulkheads; that the whole of pier 15, together with the adjoing bulkheads; that the whole of pier 16, together with the adjoing bulkheads; that the whole of pier 16, together with the adjoing bulkheads; that the whole of its depot or station in Jersey City for the regular and periodic transporation of its passengers and freight to state or its depot or station in Jersey City for the regular and periodic transporation of the city, runs one or more steamboats from the owners above mentioned to its depot or station in Jersey City for the reg

in this State a right to eathorism a terry accessarily delongs to the riparian proprietor, and, it is certain that
in this city it belongs exclusively to the city Corporation.

If I am right in these views it results that proceedings ought to be instituted to enforce the rights of the
city, unless the companies in question should be willing to admit and act upon those rights under ameable
arrangements without the test of hitgation.

This very exhaustive opinion from so eminent a
source of course created considerable excitement not
only among the companies directly named in it, but
among others who would indirectly be largely affected
by it, such as the Eric and Pennsylvania railroads, who
clearly have been running ferries.

As it was supposed that the Central Railroad of New
Jersey would be first proceeded against a Haralo representative went to the office of that company, No. 149
Liberty street, and saw the President, Mr. John Taylor
Johnson, who expressed himself quite freely about the
matter, as follows:—"I have heard of the opinion of
Mr. Curtus; indeed, I anticipated what it would be, for
I received a communication from him a few days rince
asking information from me as to what this railway
claimed in regard to the piers, &c. We are not working a ferry; we do not charge a lare to cross the river,
but only transport our railroad passengers from certain
points to certain points." The reporter here interposed by saying, "But Mr. Curtis meets exactly this
point when he says, "Nor is a vessel that is so employed
any the less a terryboat because it is towned or employed by a railroad company or a transportation company having depots on the opposite ranks of a river
for the purpose of transporting its passengers and
freight across the intervening water!" Mr. Johnson, resuming:—"In that I differ from Mr. Curtis;
but I think there can be no conflict between
the city and ourselves, and we are reasy
to meet in a proper spirit all proper demands; in the
old Ring times the same questions came up, an

proceedings are resorted to. At any rate, I do not anticipate any conflict with the city in regard to the icrry."

As the New York, New Haven and Hartford Railroad Company was aliuded to in a morning journal as being involved in the above violation of law with the New England Transportation Company and the Steamer Maryland, the reporter went to the Grand Central Depot and had a conversation with Mr. John J. Moody, Division Superintendent of the road, in the course of which the gentleman stated that their road was in no manner involved in the question between the city and the railroad companies; their company only took passengers to and from Hartford, New Haven and other points, and made the connection at Mott Haven with the steamer Maryland, belonging to the New England Transportation Company, which conveyed them to and from the Pennsylvania Bailroad at Jersey City. He did not think the transportation company had any office in New York, the manager (Mr. Clark) transacting all the business on the boat, which was a large affair, the cars of the company being run directiy upon it from the railroad wharf and transferred to the Pennsylvania Railroad trains at Jersey City without charge. It was true this looked like

LEAVING NEW YORK OUT IN THE COLD, but he thought it would not be of serious damage to the city. Mr. Moody added that the New York, New Haven and Hartford company was entirely distinct from the New York Central and Husson River road, and was not controlled by the latter.

It will thus be seen that complications are threatening the railways, in addition to the freight troubles and the cutt me of railes East and West.

CALL AN INDIGNATION MEETING.

CALL AN INDIGNATION MEETING.

The time has come when the people of this city should band together and with their mighty will hurl the haughty car owners to the wall. That a few bloated monopolists should be able to thwart the wishes of the great majority of our citizens is a blot upon the fame of the metropolis. Take, for example, the action of the Ninth Avenue Railroad Company in obtaining an teen years this miserable one-horse road has run a pre-carious existence, with the single announced purpose of preventing opposition to the Eighth Avenne Bailroad, owned by the same man. During that period it has maintained from seven to twelve dilapidated vehicles, running at intervals of from ten minutes to one and one-half hours. It has made no profession to accommodate the public in any one particular, and now, like the cur in the manger, it is striving to prevent the establishment of a railroad that will. I am no apologist for the Elevated Railway; it is a crude embodiment of a crude idea and susceptible of many improvements, but this road carries more passengers in one month than the Ninth avenue road does in one year, and it should be sustained and encouraged, if for no other reason. Besides this, the Elevated road has caused a favorable change in every horse road in this city, as all our citizens will attest. Moro cars are run, better time is made and greater civility shown than ever before.

adjourn from week to week and are either too cowardly or too corrupt to touch the high-toned owhers of the city railroads.

No language is too severe to apply to the officials who are owned body and some by the Railroad Ring. In Junctions and opinions lavorable to horse car proprietors are to be had for the asking, and this city is at the mercy of an unscruppious gang of cormorants, who, having just finished the purchase of a cheap Legislature, are now ready with more money to buy up more of the people's servants.

It is useless to mince words with these fellows any longer. They have been robbing the public for years, have invaded our streets with impunity, have ignored the rights of property owners, have violated the State and city laws day after day, and now, that the tables are beginning to turn against them, they lift their hands in holy horror at the very thought of other rail roads doing, in a modified way, what they have been at for over twelve years. The "\$4,000,000" fund to prevent rapid transit is formidable, it is true; but it can easily be overcome by united action among the cilizens. An indignation meeting of representative men should be called, and at once, to protest against any further delays in the progress of rapid transit; to demand for all new companies the same fairness and liberality which have been shown to the horse car owners, to make it plain to these autocratic public enemies that the people are in no mood for triding, and finally to administer a severe rebuke to those attorneys and officials who are so quick to answer whenever the men owning the horse car owners when they have been at the men owning the horse car owners when here the horse car proprietors where the once powerful Tammany Ring is to-day.

MAY 18, 1876.

TO THE EDITOR OF THE HERALD:-From present appearances the horse car companies, in their fight against the elevated railways, have it all their own way, and I, as well as many thousand other their own way, and I, as well as many thousand other sensible people, ask your great paper to appeal to the people who are in favor of rapid-transit to give voice to their opinions in open mass meetings and take other means to show the horse car corporations that they cannot overrise the will of the people. As you have been always in favor of rapid transit I am sure an expression of your opinion daily, it necessary, will so rouse the people as to crush the soulless corporations who care for nothing but themselves. Respectially yours,

New York, May 19, 1876.

ELEVATED.

DANGEROUS CLAIRVOYANCE.

Mrs. Warburton, of No. 195 Court street, Brooklyn, stolen from a box in which she kept ner jewelry. She stolen from a box in which she kept her jeweiry. She visited a clairroyant in New York for the purpose of learning the best means to secure the thief. The fortime teller informed ber that a woman stole the chain and gave it to a man residing in the same house. Mrs. Warourton was subsequently told by a jewelier that a young man named William Smith wanted to sell him a chain of the pattern of the missing one. The lady then procured a warrant for the arrest of Mr. Smith. Upon examination it was shown before Justice Walsh that there was no ground whatever upon which to base the accusation, and he was therefore discharged. SPRING RIFLE SHOOTING.

CREEDMOOR-PROGRESS OF PREPARATIONS

FOR THE INTERNATIONAL MATCH. There were two meetings at the rooms of the National Rifle Association yesterday afternoon—one to progress preparations for the international match and the other to take action on the coming spring meeting at Creedmoor. The joint committee of the National Rifle Association and the Amateur Rifle Club, having in icharge the perfecting of arrangements for the interna-tional match, met first, General McMahon presiding. The other members present were General Shaler, Ma-jor Holland, Major Jewell, Judge Stanton and Messrs.

Coughtrey and Alford.

Letters were read from the Chicago and other rifle Letters were read from the Chicago and other rific-clubs asking for information concerning the interna-tional contest. To these answers have been sent in which the statement was made that the joint committee have made no provision to help defray the expense of members of rific clubs from other States who may succeed in getting a position on the team. For the information of such inquirers it is also stated that those desiring to compete for positions will have to spend at least four weeks in New York imme-diately preceding the match.

States who may succeed in getting a position at the team. For the information of such inquirers it is also stated that those desiring to compete for positions will have to spend at least four weeks in New York immediately preceding the match.

The committee having in charge the supervision of the competition for places on the team was instructed to procure seoring cards for the use of competitors. Judge Stanton, of the Standing Committee on Finance, reported that he had called on the officers of several railroad corporations and on hotel proprietors to interest them and solicit subscriptions, and he expected to be successful in both directions.

On motion, the Secretary was directed to prepare a circular for transmission to all the rifle clubs and associations of the United States asking them to assist in providing a suitable trophy for the international match.

Mr. Coughtrey was appointed a member of the Committee on Trophy to fill a vacancy occasioned by resignation.

The joint committee then adjourned, and the Executive Committee of the National Rifle Association organized a few moments afterward, General Staker preading. The subject under consideration was the spring meeting at Creedmoor, which takes place on Thursday, the 25th inst.

The first is the Directors' match, 200 yards: position, standing; any rifle; live shots; entrance, \$1; the prize, the Directors' Championeship Gold Budge, shots for an hually and held by the winner during the vear.

The second is the Short Range match, open to all comers; position standing; any rifle within the rules; entrance, \$1; prizes, a rifle worth \$75, an \$18 field glass, one prize of \$10, three of \$5 and iour of \$2.

The third is the Military match, open to teams of five from any company of the National Guard of any of the States, the regular army, nave, marine corps, composed of company officers, non commissioned officers or privates; distances 200 yards; position standing; seven rounds; entrance fee \$1 cach. The first prize is a flag worth \$100, to be of the American

CREEDMOOR.

CAVALEY COMPETITION FOR MARKSMEN'S BADGES. The several troops of cavalry in the First division, of this city, and the troop attached to the Fifth brigade, Brooklyn, contested for marksmen's badges yesterday at Creedmoor. There were 148 men present in uniform.

Colonel Farwell, Inspector of Rifle Practice of the Pirst division, was in command of the troops. The scores of the winners of trophies are appended:

Names.	Yardz.	TI	Yards.		Gd
Lieut A. T. Decker	44433		5 4 5 2 0		
	34544				
	5 3 3 4 4				
Captain Baker	20224	10	32545	19	29
Private Voorhis	4 3 2 3 3				
Private Rozell	14230	13	3 4 4 0 3	14	27
Sergeant Puller Corporal Trimmer					
Corporal Batterson					
SEPARATE TI	ROOP-PIRS	T DI	VISION.	139	33
A STATE OF THE PARTY OF THE PAR	1 200	100	300	100	Gd

Corporal Weigold Sergeant Felion Corporal Dillenbury	4 4 4 4 3	1 19	02032	7	28
SEPARATE TO	OOP-FIFT	H BE	IGADK.		
Names.	Yards.	TI	Yards.		Gđ T'i
Private Walter. Ord. Sergt. Van Thun. Private Neiber. Lieutenant Heid. Captain Sandhusen Private Wischman. Private Neiber, Sr. Corporal Blohm. Sergeant Octjin. Q. M. Sergt. Grane. Private Lakoman. Sergeant Tope.	3 4 4 4 4 5 8 2 2 3 4 5 3 4 3 4 3 4 4 5 5 3 3 5 4 4 4 5 5 4 4 4 3 5 4 3 4 3 5 4 3 4 3 5 4	19 15 19 20 19 18 21 20 15 16	3 4 2 3 2 4 3 3 3 2 3 4 3 2 4 4 3 0 2 2 2 2 2 4 0	18 20 15 14 15 16 11 10 15 12	34 34 34 32 30 30 38
Tillk	D REGIMES	T.	A STATE OF THE PARTY OF THE PAR		100
Names,	Yards,	T'I	300 Yards.	TI	Gd T'l
Colonel Bucke Sergeant Rost		15	4 5 4 2 5		32

HIGH RIFLE SCORES.

NEW YORK, May 19, 1876.

To THE EDITOR OF THE HERALD:—
In your 18-we of to-day, under the heading of "Extraordinary Rifle Shooting," you, have an account of
the return match at Hudson, N. Y., on the 18th inst., between the Parthian Rifle Club, of that city, and the Saratoga Rifle Club, of Saratoga Springs, in which the Parthians won by a score of 564 out of a possible 600, Parthians won by a score of 564 out of a possible 600, with an average of 94. Your correspondent from that place, referring to this excellent average, remarks:—
"This is said to be the largest average ever made in a 560-yard contest." In this he is in error, as the appended score of a prize match in December last, on the range of the Chicago Rule Club, at 500 yards, by eight members of that club, will show. I give the aggregate of twenty shots by each man. One member made eighteen consecutive buil's eyes, but on ha nineteenth shot got in a three, and thus spoiled a "full score." The scores were as follows:—95, 93, 93, 97, 90, 96, 94, 92—total, 769, out of a possible 800. The average being, as you see, 96).

The Parthians did splendidly, but we can "go them we better" at

DROWNED IN THE SOUND.

The body of a very respectably dressed woman, apparently about thirty-five years of age, was found yesterday on the shore, at a place known as "Garvey's Island," Flushing, L. L. The shoes were missing. There were no marks of violence on the body, but up on one of the limbs was an interious sore. In the pockets were found \$40, five pass books, one each on the Metropolitish, Blowery, Sixpenny, Bank of Saxings and Citiwere found \$40, five pass books, one each on the Motro-politan, Bowery, Sixpenny, Bank of Savings and Citizens' Savings Bank of New York, made out in the name of Sarah Regers, who had upon all the books collectively the sum of \$1,400 to her credit. Upon papers which were found in the books the fact was assertained that she had fixed at No. 243 West Thirty-ninth street, New York. It is supposed that she either fell or jumped from a Sound steamer while passing in this vicinity not more than two or three days since. Coroner Burne is holding the body to await identification and will conclude the inquest on Monday.

Neveral hours after the finding of this body that of a man was also found in the bay. He was apparently a panper, and was so decomposed that he was buried immediately after the inquest. There was no clew to his identity.

RELIGIOUS.

The Presbyterian General Assembly.

SECOND DAY'S PROCEEDINGS.

Appointment of Committees-Relation of the Church to the Germans of America.

The Assembly spent a half hour yesterday morning in devotional exercises, and at half-past nine A. M. was called to order. The minutes were read and approved. The rules of order of the last Assembly were adopted. To-day at ten o'clock foreign delegations will be received by the Assembly. Standing committees were appointed as follows:—On Bills and Overtures, Rev. Dr. appointed as follows:—On Bills and Overtures, Rev. Dr. Morris chairman; Judiciary, Judge Strong chairman; on Polity of the Church, Rev. Dr. Lindsley; Home Missions, Dr. C. A. Dickey; Foreign Missions, Dr. J. Edwards; Education, Dr. W. C. Cattell; Publication, Dr. S. M. Campbell; Church Erection, Dr. N. Seaver; Theological Seminaries, Dr. Beadle; Ministerial Relief, R. Adair, D. D.; Correspondence, Dr. S. I. Prime; Mileage, Elder L. Jacobs; Finance, E. P. Handy; Narrative, Dr. M. R. Vincent; Freedmen, Rev. W. E. Knox; Leave of Absence, Rev. J. R. P. Page, and Benevolence, Rev. J. G. Monttert.

The roll of presbyteries was called and tellers appointed to receive statistical ruports, narratives, overtures, memorials, appeals, complaints and other papers for the Assembly, such as reports of the several committees of last year which were handed in.

tion with the Presbyterians. Dr. Adams, chairman of the Assembly's committee, yesterday presented their report, declaring such co-operation inexpedient and asking for the discharge of the committee. Adopted. A committee of three was appointed to report on the place of meeting of the next Assembly.

A very important memorial from the Presbytery of Newark regarding the relations of the Presbyterian Church to the Germans of this country was read by Dr. Charles E. Knox of Newark. The Presbytery after

an experience of twenty-three years' labor among the Germans within its bounds, which labors have been very successful in establishing churches among them, believes that the church has opportunities greater than it has ever had, and, therefore, at this time calls attention to the subject of missionary work among Germans. The Church has now 111 societies, 116 pastors and other min-jeters, and 8,000 communicants among the Germans. Fitteen of those churches have less than fifty members Fitteen of those churches have less than fifty members each. The three States of New Jersey, Pennsylvania and Ohio have only 3,516 members. The Church has given only twolve books or publications in the German language, only two of which are of a general character. The Methodist Book Concern publishes the largest catalogue of German books of any publishing house in the country. The Presbyterian church issues one religious periodical in German; the Methodists have several and of large circulation. The memorial refers to the lack of theological schools for Germans in the Presbyterian church, and Newark Presbytery asks the Assembly to look into this matter and see if something more bly to look into this matter and see if something more and better can't be done in this direction. The Methodbly to look into this matter and see if something more and better can't be done in this direction. The Method ist church has organized six annual conferences among the Germans, and have 30,000 church members. The Baptists have also organized two German associations and 101 churches. The Episcopalians, too, have within the past year established German missions in seven dioceses. The memorial pointed out the seven dioceses. The memorial pointed out the Importance of the German missions in this country still outside of the Church. It is a view held very largely by Germans that this country is still want to have the spirit of my Master, and until I get this I am crippled. I am not half a man to pray. I see so much to be done, I want to be in a state of much to be done, I want to be in a state of much to be done, I want to be in a state of much to be done, I want to be in a state of much to be done, I want to be much to be one. Now I hope there are ist church has organized six annual conferences among the Germans, and have 36,000 church members. The

in this country still outside of the Church. It is a view held very largely by Germans that this country is still in a formative state, and that they and their language will be the controlling influences here by and by. The memorial depicted the character of American society, if such control should over take place—Continental Sabbaths, heer gardens and amusements in full blast on the Sabbath, and the prevalence of materialistic thought throughout the land. It further pictured what converted Germans have already done for the Church of Christ, and what may be expected from that class in future. After discussion, this memorial, which was deemed of great importance, was referred to a special committee of ten.

The Presbyterian church at Leesburg, Va., asked permission to sell its lands, the title of the same being in this Assembly, though the church intell is in communion with the Southern Assembly. The Presbytery of Ebenezer indorsed this request, and it was referred to the Committee on Bills and Overtures.

After the recess a monorial was presented from the Synod of Missouri asking that the Assembly make some provision for the rebaptism of converts from the Roman Catholic Church, whose doctrines and ordinances and acts neither the Presbyterian Church nor the Synod which brings this memorial at all recognize as acts of a Carlstian Church. A report was presented by the Committee on Sustentiation and Home Missions, which two interests were united under one board a year ago. The committee to whom was referred the subject of the economical administration of all the boards of the Church reported that they held meetings in this city and in Philadelphia, where in both places they examined books and employes of the Several boards, and they suggest that, while the work is well and conomically done under the present administration, the collection of all funds for church rerection be transferred to the Home Mission Board's officers, and that the boards of Church Frection and Home Missions, now united, consist of twenty-one m

bly spent its last evening a state in a decision in a sunday school matters. Addresses were delivered by J. Bennett Tyler and Drs. A. D. Morey and Marion R. Vincent.

Many of the principal churches in New York and Brooklyn will be instructed to-morrow by the ministerial members of the Assembly. Plymouth church will have the ministration of Dr. David Wills, of Wiscousin, in the evening and Mr. Beecher in the morning. The Tabernacle pulpit will be eccupied by Dr. Cattell, of Pennsylvania, in the morning and by Dr. Talmage in the evening. Dr. Breckenridge, of Kentucky, will preach in the First church, in Henry street, Brooklyn. The Westminster church, Brooklyn, will be ministered to by Bev. J. B. Dunn, of Boston(formerly of New York), and Dr. Dickey, of Philadelphia. Rose street church will have the services of Dr. George S. Boardman, of St. Paul, Minn.; the Reformed church on Bedford avenue will have Professor Anson Smyth, of Cleveland, Ohio, in the evening. Clinton avenue Congregational church will receive the ministrations of the ex-Moderator, Dr. E. D. Morris, of Chechmati, in the morning. Professor C. A. Alken, of Princeton, N. J., will serve the Mariners' church, New York, and Br. Jonathan Edwards, of Peoria, ill., the Brick church in this city. Rev. A. B. Morev, of Uncinnati, will minister to South Third street church in the evening. Professor Jacobus, of Alleghany Theological Seminary, will occupy the pulpit of Ciuton street Presbyterian church, Brooklyn, and Drs. Montfort, of Cincinnati, and Dunning, of Honesdale, Pa., will serve Franklin avenue Presbyterian church, Brooklyn, First Haptist Church, Nassau street, S. C. Logan, D. D., of Scranton, Ps., in the morning, Lafayette avenue, Dr. Fowler, of Florida, and Dr. Campbell, of Rookester. These are among the most prominents churchs and commissioners who shall astre and

be served on Sunday. A further list will be prepared for to-day, inasmuch as many Methodist and Baptist churches have applied for preachers for their pulpits.

METHODIST GENERAL CONFERENCE. AN ADDRESS BY BISHOP CUMMINS—THE LADIES' BEPOSITORY EDITORSHIP.

Bishop Foster presided to-day.

J. W. Adams, of New Hampshire, presented resolutions to amend the discipline so as to provide for the expulsion of members of the Methodist Episcopal Church who rent buildings for the sale of intoxicating

General Fisk, from the committee to which was re-ferred the communication from the Methodus Episco-pai Church South, presented a resolution that, "in order to remove all obstacles to formal fraternity be-tween the two Churches, the Board of Bishops be directed to appoint a committee of three ministers and two laymen to meet a similar commission authorized by the Methodist Episcopal Church South, and adjust all difficulties." The resolution was adopted. The Conference then proceeded to elect a correspond-

The Conference then proceeded to elect a correspond-ing missionary secretary. The tellers reported 309 ballots cast, of which J. M. Reid, of Michigan, received 238, and he was declared elected. A motion to reconsider the action of the Conference transferring the publication and control of the Pitts-burg Christian Advocate to the Book Concern at New York led to prolonged discussion, and was finally carried.

sions, Dr. C. A. Dickey; Foreign Missions, Dr. J. Edwards; Education, Dr. W. C. Cattell; Publication, Dr. S. S. M. Campbell; Church Erection, Dr. N. Searcy; Theological Seminaries, Dr. Beadle; Ministerial Rollef, R. Adair, D. D.; Correspondence, Dr. S. I. Prime; Mileage, Eider L. Jacoba; Finance, E. P. Handy; Narrative, Dr. M. R. Vincent; Freedmen, Rev. W. E. Knox; Leave of Absence, Rev. J. G. Montort.

The roll of prechyteries was called and tellers appointed to receive statistical ruports, narratives, overtures, memorials, appeals, complaints and other papers for the Assembly, such as reports of the several committees of last year which were handed in.

Dr. S. I. Prime, of this city, presented resolutions congratulating the Centennial Commissioners on the emphasic vote by which they determined to close the Exposition grounds and buildings on the Sabbath. Thus, he said, was determined two years ago, and it is an action in consonance with the laws of all the States upon this subject, and the law of Congress, which declars that nothing in it should contravene the laws of the States. This action is a fitting acknowledgment also of the sontiment and laws of all the States of the Union, and a fulliment of the contract made with the people who have contributed their money to the States.

The resolutions were adopted unanimously by a raining vote, and a committee of thirteen, Dr. S. I. Prime chairman, was appointed to deliver the paper to the Commissioners in Philadelphia, and to express the sentiment of the Assembly appointed a committee of the Reformed Church with a view to the organic union of both bodies. In 1874 the Reformed Church discontinued its committee, but a proposition committee, over the Assembly's committee, over the Reformed Church discontinued its committee, out to provide the committee of the Reformed Church discontinued its committee, out as proposition and the committee of the Reformed Church discontinued its committee, out as proposition and the committee of the Reformed Church discontinued its c

PLYMOUTH PRAYER MEETING. MR. HALLIDAY CONFESSES HIS BAD SPIRIT AND

Mr. Beecher was again absent from his Friday even-ing prayer meeting, and, as a matter of course, there was rather a thin attendance. Mr. Halliday presided, and after the usual exercises said:—I suppose we are all agreed that Christ was an example; that that was one of the prime objects. He had in coming into the world. It was to show us how to live, what we ought to be, what should be the great end and aim of life. I think too often we overlook some of the things for which Christ came to beneat us. We make too much which Christ came to benefit us. We make too much of the simple work of redemption. I do not know but we ought to give that very greatly the priority; but we ought not to overlook the other things Christ came to accomplish. Do we as much as we ought keep Christ before us as an example? We are just emerging from exigencies that have absorbed our whole being for three or lour years. I am not surprised that we have been almost exclusively absorbed in the things which have been as it were) thrust in our faces, but I don't know but I might have had a better spirit through it all than I have hed. I know I have not had the spirit of Christ, and now I feel as a seaman must feel after he has passed through a tremendous atorm, when he has omitted to attend to a great many things, but excuses himself on account of the storm, and when it is over and they look round they see much that is to be done.

CRAIGE—ALBUTZ.—On Wednesday, May 17, at Trinity nurch, Rochester, N. Y., by the Rov. Warren Walsh, FIR A. CRAIGE, of Jersey City, N. J., to Mary D., aughter of John Alrutz, Esq., of Santa Berbara, altiornia.

California.

Salonon-Heilendon.—On Friday, the 12th inst., by
the Rov. S. M. Isanes, Frederican Salonon, of New
York, to Soffin Flora Heilendon, of London, England,
eldess daughter of Henry Heilbron, Esq. No cards.
London (England) papers please copy.
SERDEN—JUTERN.—In this city, May 17, at the residence of the bride's mother, by the Rev. David B. Jutten, assisted by the Rev. Dr. V. D. Rescy Miller,
George W. Synder to Sarah A. Jun. Shi of this
city. No cards.

DIED.

AUFFHORDT.—In Paris, May 19, Helen Evelte, daughter of William and Evelyn Auffmerdt and grandchild of Elvira and William II. Harbeck.

BAHE.—At Jersey City Haughts, on Friday, at three o'c'ock, Anna, daughter of Henry and Mary Baliz, aged 3 years and 7 months.

Funeral from the residence of her parents, corner of Summit av. and Poplar st., on Monday morning at tes o'clock. Relatives and friends, also the Steuber Lodge, I. O. O. F., No. 163, are respectfully invited. CAMMANN.—At Geneva, N. Y., on Wodnesday, May 17, CATHERINE NAVARIES McCOMB, willow of Oswald John Cammann, in the 70th year of her age.

Funeral at Geneva.

CARROLL.—Mrs. CARROLL, the mother of Roger Carroll, died May 18; born in the county of Longford, parish of Granard, Ireland.

The friends and acquaintances are respectfully invited to attend the funeral, from her son's residence, 607 West 45th st., on Sunday, May 21, at two o'clock. Cole.—Suddenly, on Thursday, May 18, 1876, of scarlet fever, Fanner H. edest daughter of William A. and Mary E. Cole, in the 13th year of her age.

Funeral from residence of her parents, 62 West 48th st., on Sat rolay, at one o'clock.

Dolan.—At Kenwood, Novitale of the Sacred Heart, after a short but sovere illness, Mime. Fannie A. Dolan, aged 25 years, eldest daughter of Feter Itolan, 302 West 24th st.

A solemn requiem mass for the repose of her soul

aced 25 years, closs daughter of reter local, 202 weak.

A solemn requiem mass for the repose of her soul will be celebrated at the Convent of the Sacrad Heart, West 17th st., this (Saturday) morning, at nine o'clock. Relatives and friends are respectfully invited to attend. Her remains will be taken to the Convent of the Sacrad Heart, Manhattanville, for interment.

DOUBLEDAY.—At Nyack, N. Y., on Friday, May 18, Jonn Cursinan, son of Siephen Ward and Angelica B. Doubleday, aged 8 months and 28 days.

The relatives and friends of the family are invited to attend the luneral from the residence of his grand-father, John H. H. Cushman, No. 418 West 20th at, on Sunday, the 21st inst, at two o'clock P. M.

DUGAN.—On Thursday, May 18, Winipard Dugan, the beloved wife of John Dugan, in the 56th year of her age.

his age.

Relatives and friends of the family are requested to attend the funeral, on Sunday afternoon, 21st inst, at half-past one, from the residence of his parents, 435 East 52d st.

Formulation 42 Pollham May 19 ANNIE E. second

daughter of Isaac and Amanda Forrington, aged II years.

The tunoral services will be held at the residence of her parents, on Sunday atternoon at two o'clock.

Glasson.—The members of Atlas Lodge, No. 316, are hereby summoned to meet at 273 Monroe st., on Saturday, May 20, at two o'clock P. M., to attend the funeral of brother William Gleason. By order of GRORGE W. DURYER, Secretary. JOHN BOYD, M. HARING.—Suddenly, at Spring Valley, May 17, DANIEL A. HARING, in the 68th year of his age.

The relatives and friends are invited to attend the funeral, at the Nanuet church, Rockiand county, on Saturday, 20th, at half-past ten o'clock. Trains leave foot of Chambers at at 8:46.

HARTMAN.—On Tuesday evening, May 16, 1876, Henry Hartman, in the 76th year of his age.

Relatives and friends of the family are respectfully invited to attend the luneral, from his late residence, 401 West 38th st., on Saturday, the 20th inst., at one

P. M.
Henrers.—In Brooklyn, May 18, of pneumonia, Charles Edgar, youngest sou of S. Edgar and Anna Eliza Hebberd.
Relatives and friends of the family are invited to attend the funeral from the residence of his parents, 481 34 st., South Brooklyn, on Sunday, May 21, at four

481 3d st., South Brooklyn, on Sunday, May 21, at foul P. M.
HOCHSTADTER.—On the 18th inst., LIEBERMAN HOCKSTADTER, in the 69th year of his age.
The relatives and iriends of the family are respectfully invited to attend the funeral, on Sunday afternoon, at two o'clock, from his late residence, No. 325 Marshall st., Philadelphia, to proceed to Mount Sinat.
HOTCHEISS.—In Brooklyn, Thursday, May 18, 1876, of consumption, Isaac T. HOTCHEISS, aged 32 years and 25 days.
Funeral from the residence of his brother-in-law, N. F. Hedges, No. 14 Fort Greene place, Saturday, May 20, at two P. M. Burial at convenience of the family.

Signature in the second section of the control of t